

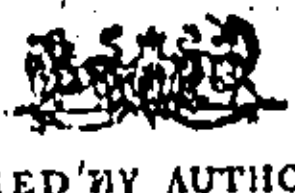




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THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

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THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

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Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" PUBLISHERS, HONGKONG, Hongkong, 24th January, 1890.

## Intimations.

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

AERATED WATER MANUFACTURES, WINE &amp; SPIRIT IMPORTERS. Selections from our Wine and Spirit List—UNRIVALLED OLD SCOTCH WHISKY.

A Blend of the FINEST WHISKIES (that Scotland produces Thoroughly matured. Per bottle \$1. Per dozen \$10.)

COGNAC. Extra—A pure genuine grape spirit matured in wood. Per bottle \$1.50. Per dozen \$16.

SHERRY. Amontillado, a natural wine, old bottle and bottled, dry, delicate flavour. Per bottle \$1.10. Per dozen \$12.

PORT. Purple capsule. Tawny with age, fine bouquet. Per bottle \$1.25. Per dozen \$14.00.

CLARET, ST. JULIEN. An excellent dinner wine. Per dozen \$8.00. (Telephone No. 60.)

Nos. 22 &amp; 24, QUEEN'S ROAD CENTRAL, Hongkong, 17th February, 1890.



BY APPOINTMENT.

A. S. WATSON &amp; CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles, as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—PURE AERATED WATERS, SODA WATER, LEMONADE, POTASH WATER, SELTZER WATER, LITHIA WATER, SASSAPARILLA WATER, TONIC WATER, GINGER ALE, GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

BIRTH. At Shanghai, on the 12th inst., the wife of WILLIAM RICHARD CARLES, H.B.M. Consul at Chinkiang, of a son.

DEATH. At Singapore, on the 1st instant, MALCOLM MC FARLANE PLAGE, engineer, of Greenock Scotland, aged 39 years.

The Hongkong Telegraph HONGKONG, MONDAY, FEBRUARY 17, 1890.

TELEGRAMS. RUSSIA AND CHINA. LONDON, February 15th.

The formation of two new regiments of Rifles for service in Eastern Siberia is ordered.

LORD HARTINGTON. Lord Hartington has started for Egypt.

OBITUARY. The Duc de Montpensier.

[The Duke of Montpensier, the fifth son of Louis Philippe, King of the French, dies in his 69th year. He achieved notoriety by marrying the sister of the ex-Queen of Spain in 1844 in the hope of eventually succeeding to the throne. Events, however, took a turn, defeating his hopes and ruining his chances of the succession. His pretensions last came into prominence in 1885, on the death of Alfonso XII.]

GERMANY. BERLIN, February 15th.

The Emperor of Germany has proposed an international Conference on the labour question; this has caused surprise at Berlin.

CRETE. LONDON, February 17th.

Greece is preparing for independent action in favour of the Cretans.

The Central Powers have warned Greece that in such case she must stand alone and abide by the results.

GERMANY. Prince Bismarck is adverse to the Emperor's rescript on the labour question.

NATIONAL FEDERATION FOR AUSTRALIA. February 15th.

The Federation conference held in Melbourne has adopted unanimously the motion for a union of the Australasian colonies under one Government.

## OBITUARY.

The Sultan of Zanzibar is dead.

(From the "Comercio.") THE EXILE "ADICATES."

MADRID, February 8th.

The Comte de Paris has abdicated his rights to the throne of France in favor of his son and heir, the Duke of Orleans. The latter, on going to Paris to issue a manifesto, was arrested by order of the Government, under the law of expulsion.

## OBITUARY.

General Salamanca, Governor of Cuba, is dead.

## LOCAL AND GENERAL.

BRAZIL, has a population of 12,333,375.

THE Portuguese gunboat *Rio Lima* arrived at Singapore, en route to Dilly (Timor), on the 6th inst.

IN a paper recently read before the British Association, it was ably argued that man was naturally left-legged.

MR. E. L. O'MALLEY arrived at Singapore on the 5th inst. to assume the duties of Chief Justice of the Straits Settlements.

THE returns of the number of visitors to the City Hall Museum for the week ending Feb. 16th, are:—Europeans 203, Chinese 2,615, total 2,818.

THE Manila papers report a considerable falling-off in the number of private letters received from Spain, "owing to the influenza having attacked so many people there." Curious.

THE steamer *St. Dunstan*, which came to grief in Singapore Harbour the other day in a collision with *H.M.S. Conquest*, has been efficiently repaired, and left on the 8th inst. for Rangoon.

THE tenant of the Bonham Strand shop that got burnt down so mysteriously the other week was again remanded to-day, on bail, the premises being a second time released from police supervision.

BENNETT—Mamma, do people really buy babies? Mamma—Of course, child, if you want. Run out now and play. Bennett (in a brown study)—Then why is it, mamma, that poor people buy more of 'em than anybody else?

ON dit that the steamer *Kuling*, lately purchased by the Chinese Customs from the Company of which Mr. Little is chief director, is likely to be employed to run between Peking and Tientsin. We don't quite see how this is to be done—but no doubt time will show.

THE agents (Messrs. Melchers & Co.) inform us that the Norddeutscher Lloyd's steamship *Sachsen*, with the German mails, dated Berlin 21st ult., left Singapore for this port at 4 p.m. on the 15th inst., and may be expected on or about Thursday, the 20th inst.

THE *Straits Times* says that there seems to be some intention of starting a National Bank of Siam at the capital of that country, the management being offered to Mr. W. Muller, who formerly represented the interests of the Hongkong and Shanghai Bank at Bangkok.

MR. W. GREGORY, late British consul at Ichang, returned to Shanghai on the 10th inst. on a journey up the Upper Yangtze. He travelled by road from Ichang to Wan-hsien (about half-way between Ichang and Chungking), and returned through the Yangtze gorges.

A BLUE-JACKET from *H.M.S. Wanderer*, who fell from the fore-top, died at Shanghai on the 11th inst. and was buried the same afternoon. In his fall he knocked down a sailor, who was severely injured, another sailor, who was not so much hurt, and a Chinese boy, who was killed.

ONE of the most interesting features of modern Greek life is the fact that the inhabitants are above receiving gratuities. Indeed, there is no word in the Romic language which is the synonym for the English "tip," the French "pourboire," the German "trinkgeld," and the Turkish "bakshish."

THE famous Fisk Jubilee Singers are expected here by the German mail steamer *Sachsen* on the 21st inst., and will probably give their first performance in the Theatre Royal, City Hall, on Saturday night. We shall give some particulars of this well known troupe immediately on their arrival in the colony.

A WRIT was issued this afternoon at the instance of Mr. Oscar Brandt, merchant and commission agent, claiming from Mr. R. Fraser-Smith, Editor and Proprietor of the *Hongkong Telegraph*, the sum of \$10,000 damages for libel and his costs of suit; relief sought for payment. We won't make any comments on this just now.

WE report to learn that a accident with fire-arms occurred at Tientsin on the 8th ult. A Mr. Shaw, residing with Messrs. Jardine, Matheson & Co. agents, was showing a loaded revolver to a Chinaman in his room, when it went off and the ball struck the Chinaman in the mouth, passing out at the back of his head and killing him instantly.

THE Admiralty have approved of an appeal being made by the Rev. H. W. Millett, chaplain of Sheerness Dockyard, for funds for the erection of a memorial window and tablet in the Royal Dockyard, in honor of the officers and men of *H.M.S. Warrior*, six guns, which foundered with all hands on a voyage from Singapore to Hongkong in the Autumn of 1889. The *Warrior* was fitted out and commissioned at the Sheerness Dockyard, from which she sailed about three months prior to her loss, in command of Lieut.-Commander Bryan J. H. Adamson.

AT the Police Court this morning Sergeant Hanson charged a sturdy Chinaman with committing a pir— that is to say with being a buccanier—in other words, that he had attempted to steal. The Chinaman, who was a Chinese, was a native of Hongkong, and was charged with "exercising his own judgment and courage" (to quote a recent *Straits Times* article) within the jurisdiction of the Chinese Government. He only claimed to be left alone, and yet Mr. Woodhouse remanded his case for future consideration. We think consistency in Hongkong ought to be applied with a "K."

THE *loacha Montara*, with the first cargo of large logs salvaged from the wreck of the *Hattie*, *E. Tapley*, arrived in the harbour last night and discharged her cargo to-day at Yau-ma-tei. The wreck was visited by a party of residents on Sunday when it was found that, notwithstanding the adverse monsoon, upwards of half the cargo had already been recovered and hauled up on the beach awaiting shipment to Hongkong, none the worse for its immersion. The salvaging operations, now the "northerly" winds have abated, are being vigorously prosecuted with the view of completing the recovery of the entire cargo within the next month. The villagers at the scene of the wreck, and the peaceful and ready give every assistance required.

A REGULAR Convocation of St. Andrew's Chapter, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, on Monday, the 24th instant, at 8.30 for 9 a.m. precisely. Visiting companions are cordially invited.

CAPTAIN Taylor, of the *Diamante*, on arriving at Amoy from here on the 12th inst., reported that the previous morning he had sighted a capsized Chinese junk with three men clinging to her. He bore down, lowered a boat, and took them off, afterwards placing them on another junk.

THE *L. and C. Express* says that it is likely the old Kingdom of Brunei, in Borneo, will, ere long, enter on its last phase of existence, as there is talk of its being incorporated with its neighbouring territory. It has been going peacefully for some years, and it was evident that only time was needed to bring about the final disintegration.

THE Manila authorities are coming down on the toes of the retailers of their lottery tickets. In a recent issue of the official *Gazette* these harpies are notified that, to stop the abuses in the "farming" of the tickets by them, due to their keenness after percentages, after this month, tickets can be bought direct from the authorities by in voters, to the number of three each, for which purpose two thousand tickets are set aside experimentally. "The notice very piously ends—'God help the Government.'"

TWO ear-ring snatchers were the most prominent criminals arraigned before Mr. Woodhouse, at the Police Court this morning. Two of these professionals had wrecked the auriculars of a Chinese lady who was in a rickshaw near the Sailors' Home, and one, the snatcher proper, not only got a year's seclusion, but one whipping of 25 strokes, to be administered as early as convenient, and another just before he returned to his friends. The other got the same dose, less the whippings.

THE *Straits Times* of the 10th inst. says:—"Our correspondence from the Native States today is of rather a dreary tendency. From Selangor we have a tale of murder and attempted suicide; from the sea coast of Pahang we hear of a fatal shipwreck and of much illness; from Ulu Pahang our correspondent writes of floods so severe that the Resident could not force his way to a district where his presence was very necessary indeed. Our only pleasant news is from Johore, where everything seems to be going smoothly."

WE have to apologise to our sporting readers for having to hold over recent training notes, but "An Old Sportsman's" time has been so much taken up in courteously attending to an invitation from Victoria Regina, by the Grace of God, Queen, Defender of the Faith, etc., to an "At Home," presided over by His Honor Mr. Acting Chief Justice Clarke, J.B., that he has had really no opportunity of jotting down his latest impressions of "the doings of the cracks." To-morrow the old "un" will be on the warpath.

A VANCOUVER exchange denies that the *China* has beaten the Pacific record. It shows that the shortest trip made from Yokohama to San Francisco by the *Perthia* was 12 days and 17 hours, and the fastest outward trip 13 days and 4 hours, whilst the fastest trip made by the *China*, which is reported to be a 17-knot vessel, was 12 days and 23 hours to San Francisco, and 13 days and 10 hours from that city to Yokohama. The *Perthia* therefore remains the Queen of the Pacific in point of time occupied from anchorage to anchorage at either end.

WE have an editorial on the recent *Brandt v. Fraser-Smith* libel case on the stocks, but as we learn that Brandt intends to prosecute us criminally, in addition to suing us for a million dollars, for stating that he was seen the other morning in a "ricksha near the Black Rock" playing the con game of tout, we hold it over until to-morrow, so that we can elaborate it, if necessary. The correspondents who have written us about Brandt and his legal and other advisers will understand why, for the moment, we hold over their communications. We intend fighting this business through to the bitter end. *Veritas nihil velatur nisi abscondit.*

IN a cricket match played at Singapore on the 6th and 7th inst. between the Straits team that recently visited Hongkong and a pick-up eleven, the latter made 79 in their first innings and 151 for five wickets in their second. Against this the "Hongkong team" totalled 78 in their first innings, of which Higginbotham (8th Regt.) was responsible for 46. In the second innings of the second innings of the "Pick-ups" two old Hongkong cricketers, Mr. W. Dunman and Lieut. Lloyd, scored 66 (not out) and 35 respectively. It should be noted that Dr. Fox, probably the most effective bowler in the Straits Settlements, did not play for our recent visitors.

THE bear that used to be in the Public Gardens here is being shipped by the *Japan* to Calcutta, on leave. On Saturday Captain Gardner went up to its cage and patted it. \* \* \* The top joint of his finger will never be recovered. We condole with you, Captain Gardner, and tender the following lyrical effort, without malice, be it understood:—

Captain,  
Friendship  
"Woong."  
Pat,  
Roar,  
Fingers  
Four,  
(left.)

H.M.S. troopship *Himalaya* (Capt. R. F. Hambley), which arrived here yesterday afternoon from England, brought naval reliefs to the number of sixty-two officers and 626 men. The following are the names of the former:—For the *Caroline*—Lieut. H. Talbot, J. H. S. Bender, Staff Surgeon C. James, Paymaster W. C. Robt. Conroy, Lieut. E. C. D. Clarke, Asst. Paymaster A. C. G. Engineer C. Underhill, Gunner J. Mahoney, Boatswain B. Thompson, Carpenter W. Gould. *Cordoba*—Lieut. W. P. Hillyer, H. B. Hanshaw, C. A. Stokes, M. Woolcombe, A. J. C. M. Spearman, Lieut. C. M. Gordon, R.M.L.I., Surgeon W. Hayes, Staff Paymaster J. J. Hoar, Chief Engineer J. F. Ryder, Engineer J. W. Hender, Asst. Engineer P. D. Matelli, Boatswain F. S. Boughton, Carpenter R. T. Morry, Midshipmen C. E. W. Pyddoke, E. J. Curver, J. Bush, Clerk F. M. Mitchell. *Leander*—Boatswain J. Welsh, *Impregnable*—Sub-Lieut. G. L. Schaler, Boatswain M. Hitchcock, and Chief Engineer E. Engineer H. P. Hawer, Midshipmen F. C. Lewis, R. H. Myburgh, J. J. Voise, W. F. Thorpe, C. B. Ballard, P. W. Poulter, J. P. Irwin, Asst. Clerk B. H. Ward, J. F. Wright, H. B. Parson, F. Abraham. Hongkong Naval Yard—Engineer E. J. Taylor, *Victor Emanuel*—Lieut. E. H. Orlebar, R. M. L.; Staff Engineer J. Jeffries, Asst. Paymaster R. Blyth, Gunner W. C. Rodgers, *Wye*—Gunner D. Murphy, Carpenter R. W. Cogger, *Orlando* (Australia)—Sub-Lieut. H. E. Silver, *Porpoise*—Sub-Lieut. T. H. Foster, *Alacrity*—Commander C. H. Dundas, Lieut. S. Rowman, and C. H. Dundas, Chief Engineer J. Gardner, Sub-Lieut. C. R. Curtis, Surgeon B. C. Gunn, Engineer R. W. Towman, Asst. Paymaster C. H. A. Ward, *Swift*—Engineer E. G. P. Moffat.

THE Russian Consuls *Andujur*, Captain Chukalov, and *Sivuchik*, Captain A. P. Kasheinnoff, arrived at Amoy from Nagasaki on the 13th inst.

THERE are some "flyers" among the steamers down in the Philippines. The *St. Domingo* left Manila on the 15th January, carrying the mails for Laoag, about 250 miles away. The passage was made in the marvellous time of 22 days, or about 500 yards an hour! Arrangements are being made to put this "greyhound" on the Macao run.

MR. J. FRANCIS, Q.C., was in court for some time during the hearing of the *Brandt v. Fraser-Smith* libel case. The learned Rajah was observed to smile significantly more than once when that sucking barrister, Mr. E. Robinson, was endeavoring to teach the Acting Chief Justice the first rudiments of elementary law from a text-book that has been practically obsolete for years. The learned Q.C. was not born yesterday.

A VANCOUVER contemporary states that Capt. H. A. Mellon, the Vice Consul for Spain at that place, has sent a lot of samples of Canadian products by the *Perthia* to Manila, with a view to obtaining information regarding opening up a trade with the Philippine Islands. He has collected samples of lumber, minerals and manufactured goods, fruit, and other farm produce, in which he thinks a thriving trade can be done with Manila.

THE *Full Mail Gazette* has the following concerning the cars—Small and thin cars usually denote delicacy and refinement. As age increases the car becomes more angular and marked. The thin, angular car is said to denote bad temper and cruelty. People with musical tastes generally have large and prominent ears. Abnormally large, thick ears are associated with a sensual and coarse nature. Great philosophers and statesmen have been noticed to have large and sloping ears. The ear of the great Napoleon was rather small, well formed, and with a curved lobe. The Marquis of Salisbury's ear is massive and well proportioned and has a sloping position. Mr. Gladstone's ear has a curved, hanging lobe, lies close to the head, and has a sloping position.

THE German flag-ship *Leipzig* arrived at Singapore on the 10th inst., and was under orders to proceed to this port the following day. The *Leipzig* is 282 ft. long, 45 ft. 8 in. broad, and draws 2 ft. 7 in. Her displacement is 3,925 tons, and her indicated horse power 3,500. She is built of iron and wood, and was launched at Wilhelmshaven in 1875; she is frigate-rigged, with one propeller, and can steam about 14 knots. The *Leipzig* can go 4,000 knots at 10 knots an hour without stopping. Her armament is 25 54 ton 6.1 in. 38 ton 6.1 in. six machine guns, and two light guns, and her crew consists of 440 men and 20 officers. She is flying the flag of Admiral Deinhard, who is on board, and is commanded by C. pain Pildemann. The vessel was last commissioned at Wilhelmshaven in 1888, and has since been employed at the blockade of East Africa; thence she went to Athens for the royal wedding, and was then ordered to proceed to the Far East.

## NEWS BY THE CANADIAN MAIL.

The Canadian-Pacific mail steamer *Parthia*, Captain Wallace, arrived this morning. We take the following telegrams from our Vancouver exchanges:—

BERLIN, January 16th. Herr von Roeller was to-day re-elected president of the lower house of the Prussian Diet and Sand vice-president. The secretaries were also re-elected. The minister of finance, in submitting his budget, said the surplus for the fiscal year 1888-89, amounted to 80,000,000 marks; estimates for 1890-91 placed it at 560,000,000 marks.

LISBON, January 16th. Advice from Brazil are disquieting. It is said a brother of the present minister of agriculture, four ministers, three senators and several deputies have been arrested as implicated in the attempted revolution of December 13.

The provisional government has ordered that the use of the calendar with saints' names for each day be discontinued, and Comte's Position calendar be substituted therefor. This calendar substitutes the name of some eminent man for the saint's name for each day. They have also divided the year into thirteen months and dedicated the months to Moses, Homer, Shakespeare, Dante, etc., substituting these for the names now in use.

VIENNA, January 17th. The results of the German-Czech conference held in this city, have exceeded expectations. The conference has succeeded in reconciling all differences between the Czechs and Germans in Bohemia.

PARIS, January 17th. The *Figaro* says: "Portugal has complained to Prince Bismarck that Great Britain has violated the Berlin treaty. She therefore asks that a conference be convoked to discuss African affairs."

LISBON, January 17th. Mobs of workmen and sailors parade the streets denouncing England. There are many hundreds of adherents to the commercial plan of emancipation. Steamship companies have transferred their contracts for coal and corn to Belgium. Englishmen employed by the Government are given the alternative of dismissal or naturalization. English flags have been bought and publicly burned in several towns.

PANAMA, January 17th. The president of the committee which is studying the canal works, in an interview to-day said that his committee had found the condition of the works and the plant extremely satisfactory. He denies the statement that the committee five members of which he is here, is as has been the case, influenced by the De Lesseps party. The committee is composed of twelve engineers who have had no connection with, or interest in, either the Panama or Suez canal.

No report of the work of the engineers here will be published until they return to Paris and join their confreres, who are studying the plans for the completion of the canal. Their final report will be made as to whether the completion of the canal under the conditions conceded by Colombia in 1878 is considered possible.

NEW YORK, January 17th. Frank Slavin cables from London, challenging Sullivan to fight for \$25,000 a side. London will send him gloves, *Gaulle* rules, for \$5,000 a side, at California Athletic Club, provided the club adds a \$15,000 purse to the stake.

LISBON, January 18th. Although journals, alarmed at the consequences of the hostility manifested by the people against the British, advise them to moderate their bitterness, the boycotting of British traders and other residents in Lisbon, Oporto, and other cities, continues going to the extent of cancelling contracts. A vigilance committee is watching the Custom House here to ascertain who are the receivers of British goods and denounce them to the public as unworthy of their custom or confidence. There is no abatement in feeling, sustained and increased by the sympathy Portugal receives from other countries.

PARIS, January 18th. The Anglo-Portuguese dispute continues to be the topic of chief discussion. Last evening

at a meeting in this city, Zorilla spoke of the political uneasiness in both Portugal and Spain, and predicted the union of the two nations will shortly be brought about under a single Republican Government. Henri Rochefort has written almost the first moderate article on the subject of African claims that has appeared anywhere in the French press. He declares England has done only what any country similarly situated would have done. This is about the only word in extenuation of Lord Salisbury's behaviour that has yet been heard publicly from a Parisian.

ZANZIBAR, January 18th. The situation of Emin Pasha is precarious. The symptoms are most unfavorable.

PASTI, January 19th. Four persons were killed and a large number seriously injured by the explosion of a boiler in a mill at Dobusch, Hungary, yesterday. A fireman who was killed was blown through the roof.

PARIS, January 20th. The Rothschilds have refused to float the new loan desired to be secured by the Prussian Government.

BRUSSELS, January 20th. The mining troubles at Charleroi have become so much worse that the Government have been compelled to send troops to that place.

LISBON, January 20th. Portuguese officers have been sent to Copenhagen to buy torpedoes and other war materials for the Government.

The news from Oporto to-night is that the city is in a



ledged and the identity of the payee established, the manager of the branch in the city in which I was informed that he could not pay the sum involved, a small one, until a public record had been made in the office of the district magistrate of the city in which the draft was primarily payable. And the reason assigned was that if the lost draft fell into the hands of a Hunan soldier he would demand the sum at the point of the sword! At the yamen, on the bank money stating the case, the secretary with whom we were speaking ejaculated "Ah! of course! If a Hunan soldier found that draft he would draw his sword to enforce payment." The record once made, however, the money was promptly handed over.

Count Szchenyi, with his credentials in proper order and with a permit from the Tsung-li Yamen, reached Suchow on the west border of Kansu, when Tso Tsung-tang held his viceregal court there immediately after his suppression of the Mohammedan rebellion. He applied to pass on to India and informed the Governor-General that he had authority from Peking for the journey. "Ah!" said the old Hunan warrior, "rule out here!" And the journey has not yet been accomplished.

Travelling far inland is quite another thing to travelling near the coast, in the canal or in the Soochow Creek for example, and nowhere is there a greater difference than in the attitude of the customs officials. Near the ports a passport secures respect and opens night barriers. Not so inland. There it is demanded, examined, and frequently cried out in full. To a Hunan official, or indeed to any official, a foreigner is a very contemptible personage, neither to be considered nor obeyed, but to be made to feel that he is at best but an inferior devil. And the traveller is powerless. He arrives at a barrier, it is three p.m., and the customs flag has just fallen; work is over for the day. There remain three hours of daylight, his men are still fresh and wishful to go. He will ask permission to push on. So he climbs up to the office, on the top of a perpendicular cliff fully fifty feet high. He reaches the place breathless, accompanied by his captain. The case is explained. "Oh yes, you may go," then to the captain, "pay the fee" (a matter of one penny sterling). So we return to our boat together, the captain collects his cash and climbs the rock again. In a few minutes he returns looking downcast. "Come hurry up, let us be off!" But no. They have changed their minds, they must examine the boat to-morrow. "Not this evening?" "No." "Well, I'll go up again myself and try." "No, not this evening it's dark." "But, gasps the victim, 'the boat is empty and we have passed so many customs already.' "No, you can't go," snarls a clerk, "you may have secret goods on board for aught we know. You can't go. What's your hurry? You foreigners haven't got any public business. Go and bring your passport." Alas! the foreigner's temper goes, and he utters a forceful remark. Now when temper goes everything is lost. "I'll go without permission," then, "Oh, very good, we'll soon catch you up, we won't search you, we'll deal with the captain." The poor wretch shivers as he hears the words and the foreigner feels that the near future contains a meal of humble pie. Next day he leaves at noon, a sadder and a wiser man!

But to get back to our journey. Another day or two brings us to Linhuai, the customs barrier for Fengyang. Next morning we wake to find ourselves rushing along before a stiff breeze from the N.E. It keeps up and when night falls we are still flying before it. There is no necessity to tie up for the night; the moon is full and bright. The breeze stays with us for thirty-six hours, and we drop anchor in the mouth of the River Ying. One-fifth of the journey in thirty-six hours—the other four-fifths took forty days!

But we must stop at Pailtowsee for across the river there, as at Linhuai, is a chain of boats flanked by a customs' hulk, only to be passed in daylight and after our boat has been examined. The river Ying empties itself into the Hwai a couple of li east of Chengyangkuan, the largest place since Yangchow and the great port of northern Anhui. At its mouth is the last of the salt barriers, and here an incident occurred which may be worth relating on account of the light it throws on the circumstances of the foreigner travelling unofficially in China. The wind had not fallen, though it had lessened as we entered the Ying. The moon was full, so our boat was easily perceived and instantly halted to stop. We were below just finishing supper, and so unaware of our exact whereabouts; an occasional sentence reached us, however, but as there was an office on either side of the river it was a little difficult to follow the conversation, shouted to and fro. "Stop, lower your sail," was reiterated from both banks. But our sailors (the captain was in bed) would not listen, replying that they had foreign passengers and did not carry sail. The vociferation increased as we moved slowly ahead. Just as the writer reached the deck a boatman bawled "well, he won't permit us to stop!" This supposed independence on the part of the foreigner not unreasonably incensed the officials, and we could see by the lights hurrying about on either side that chase was about to be made. A boat put out from one bank and a number of men ran along the other. Nothing intimidated, and in spite of our protestations, the boatmen still held on their way. At last in deference to an increased vigour in our attitude the sail was lowered a couple of yards and ultimately altogether, the land and water chase being finished simultaneously as our boat turned into the bank. We were instantly boarded by a crowd of angry men, the justice of whose wrath could not be gainsaid. They had had a long tramp and a long row to enforce obedience to the law. Our men did not assume a peaceable attitude, and one of them was about to be dragged off to appease offended justice when I interposed, enquiring for the head man. Their manner became respectful at once, and my apologies and explanations were listened to and accepted. We were heartily glad to see the boatmen released and the revenue men well on their way back.

Travellers require to be careful how they deal with these men and just as much to notice the attitude assumed by their attendants, for the Chinese are notoriously fond of cheap bravado and of high-handedness under cover of a name. Their impudence on this occasion might have got us into trouble and delayed us days, besides hindering any who may follow us by creating prejudice against foreigners generally. On the other hand, Chinese revenue officers frequently assume an authority to which they have no claim. On one occasion, on the Hui, some friends were detained three days until they were given permission to have their boxes examined. At the end of that time they were in a change tented an apology and removed his prohibition. Better counsels had prevailed and he probably recognised the illegality of his action. Under such circumstances the traveller is simply without resource. Threats of appeal are at once unwise and undignified—both parties have a fair idea of the probable issue of such a course. Nothing short of moving the whole executive of the country from the Tsung-li Yamen down would be sufficient to avenge the trouble, and then there would be no assurance against its repetition. It is almost superfluous to add that such machinery is not easily moved.

The Hui from Chengyangkuan to the lake runs through a fat country, fully populous and apparently fruitful. At the season the water is at its lowest, yet we had always splendid depths,

never less than from twelve to fifteen feet (English), and frequently more than twenty. During the other three seasons the water is of course very much deeper. Now the channel is well defined and circuitous, but at higher water many parts must resemble small lakes. When the Yellow River breach was being repaired two steamers went up as far Chouchiakou with tram rails and other plant. Apparently there is nothing to hinder the repetition of these journeys by ships of good draught, to Chouchiakou in the summer time and to Changyangkuan all the year round. The influence of a steam service upon the trade of these populous and accessible districts would be great. There are no rapids, even at low water, on the Hui, and the soil of the country through which it flows is light and sandy, hence its navigation is not confronted by such difficulties as that of the Upper Han or Upper Yangtze.—N.C. Daily News.

## KOREA.

(FROM OUR OWN CORRESPONDENT.)  
Chempulpo, February 2nd.

Few people know that Seoul has been entertaining a literary lion unawares for the past eighteen months in the person of Military Instructor, or as he designates himself General Mac. E. Dye, who many years ago thought fit to chronicle, in a volume under the thrilling title "Moslem Egypt and Christian Abyssinia," his experiences of the Egyptian campaign against King John in 1876. The distinguished author could only be persuaded to narrate his experiences while in business in Chicago and as a Pension Office clerk in Washington, with his Korean impressions added in the form of an appendix, a rare treat would be in store for many people interested in this gentleman's chequered career, though the venture would not prove profitable from a financial or speculative point of view.

CAN IT BE TRUE.  
It is rumoured that there has been quite a Cabinet revolution within the sacred precincts of the United States Legation in the capital, the valuable services of Wo In Tak, for many years the official interpreter to the Legation at the munificent salary of \$7,000 gold per annum, having been summarily dispensed with by Mr. Dinsmore. The reasons for such an abrupt change are not positively known, but it is believed that certain charges mysteriously whispered around Seoul last Spring and Autumn, by a certain German-American-Japanese captain in the Korean army, concerning financial irregularities between the Minister and his native subordinates, have something to do with the event. It is reported that Mr. Hong-U-Kuan, formerly Secretary of the Korean Legation in Tokio, replaces Mr. Wo in the U.S. service. This is a little hard on Wo, but possibly his reputation will not suffer from the sudden action of his superior. It may be that Wo is the party who first spread the report about his chief, canvassing for the post of Adviser to his Korean Majesty, and if so his dismissal is no doubt fully justified.

## To-day's Advertisements.

STEAM TO SHANGHAI.  
THE P. & O. S. N. Co.'s Steamship  
"MASSILIA,"  
Captain C. Fraser, will leave for the above place, at 4 P.M., TO-MORROW, the 18th inst.  
E. L. WOODIN, Superintendent.  
Hongkong, 17th February, 1890. [3]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.  
(Passing through the INLAND SEA.)  
THE P. & O. S. N. Co.'s Steamship  
"ANCONA,"  
Captain W. D. Muddie, will leave for the above place, on FRIDAY, the 23rd inst., at DAYLIGHT.  
E. L. WOODIN, Superintendent.  
Hongkong, 17th February, 1890. [3]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA, VIA AMOY.  
THE Company's Steamship  
"ZAFIRO,"  
Captain McCaslin, will be despatched for the above Ports, on WEDNESDAY, the 19th inst., at 4 P.M.  
For Freight or Passage, apply to  
RUSSELL & Co., General Managers.  
Hongkong, 17th February, 1890. [300]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship  
"THALES,"  
Captain Hunter, will be despatched for the above Ports, on THURSDAY, the 20th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
DOUGLAS LARLICK & Co., General Managers.  
Hongkong, 17th February, 1890. [306]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship  
"TAIYUAN,"  
Nelson, Commander, will be despatched as above on SATURDAY, the 1st prox., at NOON.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engine. Second Class Passengers are berthed in the poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 17th February, 1890. [301]

ST. ANDREW'S CHAPTER,  
No. 218.  
A REGULAR CONVOCATION of the above Chapter, will be held in FREEMASONS' HALL, Zealand Street, on MONDAY, the 24th February, at 8.30 for 9 P.M. precisely.  
Hongkong, 17th February, 1890. [307]

FOR SALE.  
A GENERAL STORE of 10 years standing, in a prominent part of the Colony, is to be disposed of by PRIVATE SALE. Persons willing to purchase it will communicate with  
B. C.  
c/o Hongkong Telegraph Office.  
Hongkong, 17th February, 1890. [305]

WANTED by a Gentleman of experience in Shipping, the Tea Trade, and Business generally in the East, employment on short or long terms, Hongkong or Southern ports preferred. Good references.  
Apply to  
"D."  
c/o Hongkong Telegraph Office.  
Hongkong, 17th February, 1890. [304]

AMATEUR DRAMATIC CLUB.  
ALI BABA and  
FORTY THIEVES.  
THE FINAL PERFORMANCE of the above PANTOMIME, will take place on  
SATURDAY,  
the 1st March, at 9 P.M.  
Doors open at 8.30 P.M.  
Tickets can be obtained at Messrs. LANE, CRAWFORD & Co.'s on and after THURSDAY, the 14th February, at 11 A.M.  
Hongkong, 17th February, 1890. [302]

HONGKONG CLUB.  
NOTICE.  
AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held in the Club House, on MONDAY, the 24th inst., at 4.30 P.M., for the purpose set forth in the notice posted in the Hall of the Club.  
By Order,  
C. H. GRACE, Secretary.  
Hongkong, 17th February, 1890. [303]

MANAGER—HO AMEL.  
MARINE RISKS ON GOODS, &c., take at CURRENT RATES to all parts of the world.  
HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 17th December, 1889. [109]

THE MAN ON INSURANCE COMPANY LIMITED.  
CAPITAL SUBSCRIBED.....\$1,000,000.  
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.  
WOO LIN YUEN, Secretary.  
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1889. [117]

THE ON TAI INSURANCE COMPANY, (LIMITED).  
CAPITAL TAELS 600,000 } \$333,333-33  
EQUAL TO ..... \$333,333-33  
RESERVE FUND ..... \$318,000-00.  
BOARD OF DIRECTORS.  
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HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 17th December, 1889. [109]

# HONGKONG TRADING COMPANY, LIMITED.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

## "RACES." "RACES."

SPECIAL attention is called to our extensive display of choice and fashionable materials for SUITINGS, ULSTERINGS, OVERCOATINGS, TROUSERINGS, &c., comprising the latest Novelties and finest quality Goods ever imported to the East.

## RACE JACKETS, RACE CAPS, RACE JACKETS,

IN SILK OR SATIN, ALL SHADES, ANY DESIGN, RACING BOOTS, RIDING BREECHES, RACING SADDLES, SADDLERY, STABLE REQUISITES.

## HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ltd.)  
Hongkong, 7th February, 1890. [26]

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM TO YOKOHAMA, KOBE AND NAGASAKI.  
(Passing through the INLAND SEA.)  
The Company's Steamship  
"GENERAL WERDER,"  
Captain M. Eichel, will leave for the above Ports, on or about the 21st instant.  
For further particulars, apply to  
MELCHERS & Co., Agents.  
Hongkong, 17th February, 1890. [4]

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM TO SHANGHAI.  
The Company's Steamship  
"SACHSEN,"  
Captain R. V. Goessel, will leave for the above place about 24 hours after arrival with the outward German Mail.  
For further particulars, apply to  
MELCHERS & Co., Agents.  
Hongkong, 17th February, 1890. [4]

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, RENDIS, GENOA, ANTWERP, BREMEN & HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.  
ALSO,  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.  
ON SUNDAY, the 16th day of March, 1890, at 10 A.M., the Company's Steamship "SACHSEN," Captain R. V. Goessel, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA. Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on 15th March. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewards.  
For further particulars, apply to  
MELCHERS & Co., Agents.  
Hongkong, 17th February, 1890. [4]

THE KWOON KWAN YFEN CHALLENGE CUPS, value \$200 and \$100 respectively. Also two Consolation Cups value \$100 each.  
The 2nd Stage of the Sixth Competition, will take place next SATURDAY, the 22nd inst., at 2.15 p.m., commencing at 900 yards. Entrance Fee 30 cents.  
A Launch will leave the P. & O. Wharf at 2 O'CLOCK, to take over intending Competitors.  
A. SHELTON HOOPER, Hon. Secretary.  
Hongkong, 17th February, 1890. [55]

INSURANCES.  
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£ 7 7 6 per quarter if commenced at age (a. b.) ..... 20  
£ 8 14 2 ..... 25  
£ 10 11 2 ..... 30  
£ 13 4 10 ..... 35  
£ 15 8 ..... 40  
£ 17 12 6 ..... 45  
AFTER the Policy has been three years in force—should the Policy-holder wish to discontinue future payments—he will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured. For instance a man who had assured at 45, after five years' payments would be entitled to a Paid-up Policy for £500 free of future payments as explained in Prospectus.  
Note.—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases; Death may occur before the Provision is effected, or Health may fall and render the life ineligible for Assurance.  
ADAMSON, BELL & Co., Agents.  
810—2] STANDARD LIFE OFFICE.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.  
THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & Co., Agents.  
Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.  
THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.  
REUTER, BROCKELMANN & Co., Agents.  
Hongkong, 1st July, 1889. [57]

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.  
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GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 5th November, 1889. [25]

NOTICE.  
THE MAN ON INSURANCE COMPANY LIMITED.  
CAPITAL SUBSCRIBED.....\$1,000,000.  
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.  
WOO LIN YUEN, Secretary.  
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1889. [117]

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HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 17th December, 1889. [109]

THE HONGKONG RIFLE ASSOCIATION.  
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£ 15 8 ..... 40  
£ 17 12 6 ..... 45  
AFTER the Policy has been three years in force—should the Policy-holder wish to discontinue future payments—he will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured. For instance a man who had assured at 45, after five years' payments would be entitled to a Paid-up Policy for £500 free of future payments as explained in Prospectus.  
Note.—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases; Death may occur before the Provision is effected, or Health may fall and render the life ineligible for Assurance.  
ADAMSON, BELL & Co., Agents.  
810—2] STANDARD LIFE OFFICE.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.  
THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & Co., Agents.  
Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.  
THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.  
REUTER, BROCKELMANN & Co., Agents.  
Hongkong, 1st July, 1889. [57]

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.  
THE Undersigned having been appointed Agents for the above Company are prepared to accept MARINE RISKS at Current Rates.  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 5th November, 1889. [25]

NOTICE.  
THE MAN ON INSURANCE COMPANY LIMITED.  
CAPITAL SUBSCRIBED.....\$1,000,000.  
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.  
WOO LIN YUEN, Secretary.  
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1889. [117]

GENERAL NOTICE.  
THE ON TAI INSURANCE COMPANY, (LIMITED).  
CAPITAL TAELS 600,000 } \$333,333-33  
EQUAL TO ..... \$333,333-33  
RESERVE FUND ..... \$318,000-00.  
BOARD OF DIRECTORS.  
LEE SING, Esq. Lo YUK MOON, Esq.  
LOU TSO SHUN, Esq.  
MANAGER—HO AMEL.  
MARINE RISKS ON GOODS, &c., take at CURRENT RATES to all parts of the world.  
HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 17th December, 1889. [109]

THE HONGKONG RIFLE ASSOCIATION.  
THE KWOON KWAN YFEN CHALLENGE CUPS, value \$200 and \$100 respectively. Also two Consolation Cups value \$100 each.  
The 2nd Stage of the Sixth Competition, will take place next SATURDAY, the 22nd inst., at 2.15 p.m., commencing at 900 yards. Entrance Fee 30 cents.  
A Launch will leave the P. & O. Wharf at 2 O'CLOCK, to take over intending Competitors.  
A. SHELTON HOOPER, Hon. Secretary.  
Hongkong, 17th February, 1890. [55]

## Intimations.

ADDRESS TO HIS EXCELLENCY THE GOVERNOR.

GENTLEMEN desirous of signing the above will find Lists for that purpose in the HONGKONG CLUB and at Messrs. FALCONER & Co.'s.

ARTHUR K. TRAVERS, Hon. Secretary.  
Hongkong, 14th February, 1890. [295]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE Sixth Ordinary General MEETING of SHAREHOLDERS will be held at the Office of the Company, Praya Central, on FRIDAY, 21st February, at Three O'CLOCK in the afternoon, for the purpose of receiving the Report of the General Managers, declaring a Dividend, and electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from 8th to 21st Inst., both days inclusive.  
RUSSELL & Co. General Managers.  
Hongkong, 6th February, 1890. [246]

GREEN ISLAND CEMENT COMPANY, LIMITED.

DIRECTORS:—  
C. EWENS, Esq., Chairman.  
L. POESNICKER, Esq., Vice-Chairman.  
J. D. HUTCHISON, Esq.  
CHARTREY INCHBALD, Esq.  
LEE SING, Esq.  
PUN PONG, Esq.

The above Company is now prepared to supply PORTLAND CEMENT of best quality.  
Offices—62, Queen's Road Central.  
J. FOREMAN, Secretary.  
Hongkong, 3rd February, 1890. [233]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000.  
PAID UP CAPITAL.....2,500,000.  
RESERVE FUND.....1,250,000.

BOARD OF DIRECTORS.  
Hon. J. J. KESWICK, Chairman.  
Hon. C. P. CHATER, Vice-Chairman.  
LEE SING, Esq.  
S. C. MICHAELSEN, Esq.  
J. S. MOSES, Esq.  
G. E. NOBLE, Esq.  
POON PONG, Esq.  
D. R. SASSOON, Esq.

BANKERS:—  
THE HONGKONG & SHANGHAI BANKING CORPORATION.



## Shipping.

## STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.  
THE Company's Steamship

"MONGKUT."  
Captain J. Fowler, will be despatched for the above Ports, TO-MORROW, the 18th instant, at DAYLIGHT.  
For Freight or Passage, apply to  
YUEN FAT HONG,  
Agents.  
Hongkong, 15th February, 1890. [286]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODEIDAH, MASSAWAH, JEDDAH, SUEZ, PORT SAID, BRINDISI, TRIESTE, and VENICE, (taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).  
THE Company's Steamship

"POSEIDON."  
will be despatched as above, TO-MORROW, the 18th instant, at DAYLIGHT.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 15th February, 1890. [260]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & FOCHOW.  
THE Company's Steamship

"NAMO." Captain Pocock, will be despatched for the above Ports, TO-MORROW, the 18th instant, at DAYLIGHT.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.,  
General Managers.  
Hongkong, 15th February, 1890. [297]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."  
Williams, Commander, will be despatched as above on THURSDAY, the 20th inst., at NOON.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th February, 1890. [183]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AIRLIE."  
Captain Ellis, will be despatched for the above Ports, on TUESDAY, the 25th instant, at DAYLIGHT.  
For Freight or Passage, apply to  
RUSSELL & Co.,  
Agents.  
Hongkong, 14th February, 1890. [291]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK.

"MERIONETHSHIRE."  
Captain Dowling, will be despatched on or about the 4th March.  
This Steamer has superior Passenger Accommodation.  
For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 5th February, 1890. [1559]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES &amp; STEAMERS.

THE British Steamship

"PARTHA."  
3,167 Tons Register, Captain F. H. Wallace, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOREA & YOKOHAMA, on THURSDAY, the 6th March, at NOON.  
To be followed by the S.S. "BATAVIA" on the 3rd April and "ABYSSINIA" on the 24th April.  
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
First-class Fares granted as follows:—  
To Vancouver and Victoria (Mex.) \$120.00  
To Montreal New York, &c. 200.00  
To Liverpool 325.00  
To London 330.00  
To other European Ports at proportionate rates.  
Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.  
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
Passengers who have paid full fare, re-embarking at San Francisco or China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan.  
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.  
C. D. HARMAN,  
Agent.  
Hongkong, 30th January, 1890. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC."  
will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th March, at P.M.  
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.  
All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
First-class Fares granted as follows:—  
To San Francisco 225.00  
To San Francisco and return 393.75  
To Liverpool 325.00  
To London 330.00  
To other European Ports at proportionate rates.  
Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.  
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
Passengers who have paid full fare, re-embarking at San Francisco or China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan.  
Freight will be received on board until 4 P.M. on the 5th March.  
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.  
For information as to Passage or Freight, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 7th February, 1890. [14]

## Mails.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, ISMADIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.  
ALSO,  
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"SUTLEI." Captain W. D. Worcester, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY & SUEZ CANAL, on WEDNESDAY, the 26th February, at NOON.  
Cargo will be received on board until 4 P.M., on the day before sailing.  
Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving a week later than by the direct route via Colombo.  
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.  
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.  
This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, 14th February, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING."  
will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 26th February, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
First-class Fares granted as follows:—  
To San Francisco 325.00  
To San Francisco and return 393.75  
To Liverpool 325.00  
To London 330.00  
To other European Ports at proportionate rates.  
Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.  
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan.  
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.  
C. D. HARMAN,  
Agent.  
Hongkong, 30th January, 1890. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC."  
will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th March, at P.M.  
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.  
All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
First-class Fares granted as follows:—  
To San Francisco 225.00  
To San Francisco and return 393.75  
To Liverpool 325.00  
To London 330.00  
To other European Ports at proportionate rates.  
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ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 7th February, 1890. [14]

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"OCEANIC."  
will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th March, at P.M.  
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.  
All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
First-class Fares granted as follows:—  
To San Francisco 225.00  
To San Francisco and return 393.75  
To Liverpool 325.00  
To London 330.00  
To other European Ports at proportionate rates.  
Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.  
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
Passengers who have paid full fare, re-embarking at San Francisco or China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan.  
Freight will be received on board until 4 P.M. on the 5th March.  
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.  
For information as to Passage or Freight, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 7th February, 1890. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Lydia	Hamburg	February 18th	Siemssen & Co.
Thibet	Bombay	February 19th	P. & O. S. N. Co.
Sachsen	Bremen	February 20th	Melchers & Co.
City of Peking	San Francisco	February 21st	Pacific Mail S. S. Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Sutlej	P. & O. S. N. Co.	Feb. 26th, at noon.
London, &c., via Canal	Glengarry	Jardine, Matheson & Co.	About Feb. 27th.
Marseilles, via Saigon, &c.	Caledonia	Messageries Maritimes	Feb. 19th, at noon.
Bremen, via Ports of Call.	Sachsen	Melchers & Co.	Mar. 16th, at 10 a.m.
Venice, via Straits, &c.	Posidon	D. Sassoon, Sons & Co.	To-morrow, at 11 a.m.
Havre & Hamburg, &c.	Hesperia	Siemssen & Co.	Feb. 20th, at 10 a.m.
New York	Menonethshire	Adamson, Bell & Co.	About March 4th.
San Francisco, via Yama	Oceanic	O. & O. S. S. Co.	Mar. 13th, at 1 p.m.
San Francisco, via Yama	City of Peking	Pacific Mail S. S. Co.	Feb. 26th, at noon.
Vancouver, B.C., via I. &c.	Portaria	Adamson, Bell & Co.	Mar. 6th, at noon.
Sydney, Melbourne, &c.	Airlie	Russell & Co.	Feb. 25th, daylight.
Port Darwin, &c.	Changsha	Butterfield & Swire	Feb. 20th, at noon.
Singapore, Batavia, &c.	Talyan	Butterfield & Swire	Mar. 1st, at noon.
Sandakan and Kudat	Devonhurst	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Yokohama, Kobe, &c.	General Wode	Butterfield & Swire	Feb. 24th, at noon.
Yokohama, Kobe, &c.	Ajax	Melchers & Co.	About February 21st.
Nagasaki, Kobe, &c.	Ancona	Butterfield & Swire	To-morrow, daylight.
Shanghai	Musashi Maru	P. & O. S. N. Co.	Feb. 25th, daylight.
Manila, via Amoy	Mitsui Bussan Kaisha	P. & O. S. N. Co.	To-morrow, at 10 a.m.
Haiphong (direct)	Sachsen	P. & O. S. N. Co.	To-morrow, at 4 p.m.
Swatow and Bangkok	Zafiro	Melchers & Co.	Quick despatch.
Thales	Marie	Russell & Co.	Feb. 19th, at 4 p.m.
Coast Ports	Mongkut	Yuen Fat Hong	To-morrow, daylight.
	Douglas Lapraik & Co.		Feb. 20th, daylight.
	Namoa	Douglas Lapraik & Co.	To-morrow, daylight.

## INTIMATION.

J. Blackhead &amp; Co.,

SHIP-CHANDLERS, SAIL-MAKERS, AND

PROVISION MERCHANTS, NAVY CONTRACTORS,

AND GENERAL COMMISSION AGENTS

No. 11, Praya Central, (Opposite Funder's Wharf).

SOLE AGENTS

for RAHTJEN'S

GENUINE

COMPOSITION

FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manu-

factured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

ROTTING, DECAY, &amp;c., of WOOD.

SAPOLIO.

ENOCH MORGAN'S SON'S

SAPOLIO

FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ &amp; Co., BORDEAUX CLARETS

MAX HAASEN'S FRANKFURT ON M.

CONSERVED MEATS,

VEGETABLES AND FRUIT.

CEMENT from the celebrated Factory of Hem-

moor.

SWEDISH TAR and OREGON PINE

LUMBER.

FLENSBURG STOCKBEER,

ENGINEERS' and BLACKSMITHS'

MACHINERY AND TOOLS.

EVERY KIND OF